

For about the first 100 years, there would be no fatalities from exhaust emissions because there would be no construction or demolition of facilities. For the remaining 9,900 years, trucks would travel over 2.2 billion kilometers (1.4 billion miles), resulting in approximately 31 prompt traffic fatalities (DIRS 103455-Saricks and Tompkins 1999, Table 4, p. 25) and about 0.2 latent fatality from vehicle exhaust emissions.

The long-term impacts from Scenario 2 would be the same as those estimated for the first 100 years under Scenario 1 for Module 1. After the first 100 years, there would be no traffic or transportation-related impacts because all activity would cease.

### 7.3.2.15 Sabotage

For Scenarios 1 and 2, the risk of intruder access at each of the 77 sites would be essentially the same for Module 1 as for the Proposed Action inventory because the number of sites would remain the same. Therefore, the difficulty of maintaining 77 sites over 100 or 10,000 years also would remain essentially unchanged.

## REFERENCES

Note: In an effort to ensure consistency among Yucca Mountain Project documents, DOE has altered the format of the references and some of the citations in the text in this Final EIS from those in the Draft EIS. The following list contains notes where applicable for references cited differently in the Draft EIS.

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